

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH SUBMARINE DISASTER.

MANY LIVES LOST.

LONDON, Jan. 17.
Submarine A7 has been lost off Plymouth.

There is little hope that the crew will be saved.

Hopes of Rescue.

Another telegram states that the A7 sank in White Sand Bay.

The parent ship is now communicating with the crew, who were still alive at 5 o'clock in the afternoon (yesterday). A salvage steamer is on the spot, and is hopeful of raising the vessel.

The flotilla was exercising in the morning. When the others rose to the surface it was instantly noticed that the A7 had not risen; and since 12.30 an anxiety was felt.

A lieutenant and twelve men were on board. It was reported that the vessel had not been raised at 8.30 p.m. but it was stated that the crew would be able to live submerged for twelve hours.

The officials have almost abandoned hope.

Hope Abandoned.

A later telegram states that the tapping from the submarine in reply to tapping by the divers had ceased when the latter again descended at 6 p.m.

The divers were unable to find any defects or damage on the outside of the vessel, and it is assumed that the pumps went wrong.

Hope has been abandoned and the operations suspended.

THE "DIVINE SARAH" HONoured.

LONDON, Jan. 17.
Madam Sarah Bernhardt, the celebrated actress, has been awarded the Legion of Honour.

PRUSSIAN TREASURY BONDS.

New Series Issued.

LONDON, Jan. 17.
Reuter's Berlin correspondent telegraphs that Prussia has issued twenty million sterling 4 per cent. Treasury Bonds at 97 in sixteen equal series, one of which will be redeemable annually by drawings at their face value.

THE SOUTH AFRICAN LABOUR TROUBLES.

LONDON, Jan. 17.
Reuter's Johannesburg correspondent states that the surrender of the Trades Hall followed upon an imposing display of force. A command of burghers was lined up outside the Trades Hall, with a twelve pounder and a pile of ammunition, the gun being trained on the front of the Trades Hall.

A parley ensued between Mr. Bain, who spoke through a window, and Major Douglas, the Deputy Commissioner of Police. Major Douglas said: "If the people in the hall did not surrender he would have to use force." Mr. Bain replied, "The force is on your side to-day," then left the window and came down to the main entrance.

Besides the leaders, the occupants of the Trades Hall comprised over 200 prominent followers.

The ringleaders in Cape Town and Orange Free State have also been arrested.

THE BRITISH NAVY.

The Question of Armaments.

LONDON, Jan. 16.
Lord Haldane, the Lord Chancellor, speaking at Hoxton, declared that the Government had no intention of weakening the Navy, by departing from the standards publicly proclaimed in Parliament. A reduction in armaments was only possible by co-operation. Experience had shown that if a nation laid down armaments before others a reaction followed.

Mr. Herbert Samuel, the Postmaster-General, speaking at Cardiff, said that the Government adhered to the policy of a 60 per cent. superiority above the next strongest Naval Power.

ECHO OF THE RITUAL MURDER TRIAL.

LONDON, Jan. 16.
Beilis, who was the central figure in the ritual murder trial at Kiev, has gone to Jaffa with his family. It is understood that Baron Rothschild has bought him an estate in Palestine.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

FRENCH FINANCIAL SMASH.

OVER A MILLION AND A HALF STERLING DEFICIT.

LONDON, Jan. 17.
The Paris Bourse yesterday was unsettled by the announcement that the Societe Auxiliaire de Credit had been compelled to liquidate.

The deficit today is estimated at £1,680,000.

The losses chiefly fall on brokers and small investors, and it is feared that the smash will react in other quarters.

The Bank had connections with China.

THE TURKISH ARMY.

Enver Bey's Proclamation.

LONDON, Jan. 17.
A telegram from Constantinople states that Enver Bey, the new war minister, in a proclamation to the Army declares the disasters that had befallen the nation and the most prosperous districts of the Fatherland had been due to the failure of the Army to accomplish its duty to the Sultan, who had in consequence been so profoundly afflicted that he had ordered Enver Bey to prepare the Army with a view to preventing a repetition. He would therefore require absolute obedience and incessant effort from the Army.

THE HOME RULE CONTROVERSY.

Party Leaders' Conversations Fruitless.

LONDON, Jan. 16.
Mr. Bonar Law, speaking at Bristol, said there had been conversations regarding Home Rule between the Party leaders, but to far they had been without result. He thought it his duty to say that, so far as he could judge, there could be no result. He was sure that the Government desired a peaceful solution, but the position under which it held office rendered it impossible for it to take the only step which rendered a peaceful solution possible. He intended, with the help of the Almighty, to support Ulster if it resisted.

CANADIAN PARLIAMENT OPENED.

Naval Bill Dropped Temporarily.

LONDON, Jan. 16.
A telegram from Ottawa states that Parliament opens to-day. It is understood that the Naval Bill will not be introduced. The Canadian Government considers it neither desirable in the interests of Canada nor the Empire to proceed with the Naval measure till the majority of the Senate is in accord with what the Government believes to be the popular will. When that time arrives the Government firmly intends to provide the three promised ships.

Governor-General's Speech.

LATER.
Another telegram from Ottawa states that the Duke of Connaught, the Governor-General, in opening Parliament, referred to the remarkable expansion of Canada's trade. No allusion was made to the Naval policy. His Grace expressed thanks for the universal sympathy on the occasion of the illness of the Duchess of Connaught.

A STRIKE AGITATOR'S SUPPORTERS.

LONDON, Jan. 16.
Eight supporters of Mr. Larkin, the Dublin strike leader, were candidates at the Dublin Municipal elections, and two were successful in securing seats.

LONDON MASTER BUILDERS AND STRIKES.

A Drastic Step.

LONDON, Jan. 16.
The London Master Builders' Association will present an ultimatum to the men on the 24th inst., offering the option of signing individually an undertaking not to strike against the employment of non-Unionists, or immediate dismissal. About 100,000 men are affected.

There have been 20 such strikes since May, despite agreements to the contrary.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

JAPAN'S TERRIBLE DISASTER.

REPORT BY EYEWITNESS.

LONDON, Jan. 17.

A representative of Reuter's Agency has arrived at Kagoshima to ascertain the actual conditions.

He states that 200,000 took refuge in the mountains and forests, but eventually they reached places of safety.

The death roll has been much exaggerated, and totals about 600.

Athens are everywhere, and the roads have been obliterated.

AN OFFICIAL REPORT.

The Japanese Consul-General at Hongkong has courteously sent us the following official report of the terrible disaster in Japan, reference to which has already been made in the "China Mail."

On 12th inst. an eruption occurred at the volcano at Sakurajima, burning about half the houses in that island. The total number of houses there was about 3,500. All the inhabitants went on board ships and took refuge on the opposite shore. The exact number of those killed or injured is not yet known, but the total will probably not exceed 200. The eruption was powerful, but it has now subsided. In the City of Kagoshima, there were earthquakes and ashes fell. The inhabitants fled. Those killed or injured were about twenty. The houses are more or less damaged, but railway, telegraph and telephone communications have resumed. The extent of the damage is under investigation, but is not so severe as the newspapers report. The Kagoshima and Aso volcanoes were also active, and ashes fell in the neighbourhood with little damage.

On account of the inundation and famine since last summer, the crops in eight prefectures in the North East (Niigata, Saitama, Miyagi, Fukushima, Iwata, Yamagata, Aomori and Akita) together with the Hokkaido were reduced from 25 to 95 per cent. The poor have suffered most. Donations from Imperial Family, together with the help of 2,000,000 yen from the National Treasury, and the loan of eight million yen from the Government has been given, while local prefectural offices are also sparing no efforts to render assistance.

BRITAIN AND THE OLYMPIC GAMES.

LONDON, Jan. 16.
The British Olympic Fund Committee has resigned. Only £11,000 has been subscribed, while £100,000 was the amount aimed at.

The Amateur Athletic Association, to which £3,000 has been assigned, appoints a Canadian coach named Knox as Olympic trainer for three years, at a salary of £400 per year.

AMERICAN LABOUR LEADERS INDICTED.

LONDON, Jan. 16.
A telegram from Houghton (Michigan) states that Mr. Meyer, the President of the Western Miners' Federation, and other officials of the Federation, have been indicted for conspiracy to prevent, by force of arms at Calumet, the copper miners from pursuing their vocations.

(Wah Tsz Yat Po's Service.)

FOREIGN LOANS.

PEKING, Jan. 16.
A Conference will sit soon to consider the question of foreign loans and Customs. The Premier will attend and take part in the discussions.

CHINA'S RELIGION.

PEKING, Jan. 16.
The Conference met yesterday and referred the question of a State religion to two different committees one of which will consider the merits of Confucianism. The committees will report on Saturday.

PRESIDENT'S NEW YEAR WORSHIP.

PEKING, Jan. 16.
The President proposes to worship at the Temple of Heaven at Chinese New Year.

CURE THAT COUGH.

WHEN you have a troublesome cough it does not mean that you have consumption or that you are going to have it, but it does mean that your lungs are weakened, and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it is too late. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

(To the Editor of the "China Mail.")

THE WATER SUPPLY.

Sir.—At the last meeting of the Sanitary Board the President answered certain questions relating to the water supply of the Colony put by Dr. Fitzwilliams, but with regard to certain questions which I desired to put upon the same subject he said that he was directed to state that the matters dealt with in my questions did not come within the purview of the Board. The distinction is too fine for me to follow, if I had drawn it myself no doubt it would have been dubbed a legal quibble.

A sufficient supply of pure water is as essential to the Public Health and Sanitation of the Colony as any other matter within the purview of the Sanitary Board. Without such a supply all efforts at Sanitation are wasted and the Sanitary Department might as well be abolished.

Questions dealing with the water supply have been put and answered over and over again at meetings of the Board, and the particular questions which I desired to put arose out of answers given by the President to Dr. Fitzwilliams at the previous meeting.

As the Government will not condescend to give the information asked for, I crave the hospitality of your columns to give my reasons for asking the questions and my guesses at the correct replies.

After our experience of last year, when even the firemain supply was cut off and the Chinese residents, who pay the bulk of the taxes, were compelled to join the fight round the standpipes for a daily ration of the necessary liquid, no one will be hardy enough to suggest that our water supply is sufficient, and the report of the Government Bacteriologist in 1911 throw doubts upon its purity and pointed out certain defects.

Dr. Fitzwilliams on the 30th December last inquired what alterations had been carried out as the result of the report of the Bacteriologist, and was told (amongst other things) that a storage reservoir to contain 1,500,000 gallons was in course of construction, and that negotiations were pending with the Water Department to secure a site for the additional filter beds which are admittedly required to secure proper filtration.

Whenever the question of water supply is brought up before the Board we are referred to this reservoir in course of construction and to these projected filter beds as a summary of the recent history of these matters, therefore he inquired if on 25th October 1913 the question of Water Supply was debated in the Legislative Council at considerable length.

Mr. Osborn put the provision of plentiful water supply second in importance to the efficient protection of life and property, and said that nothing about the water supply stood in the way of completing the new reservoir in the shortest possible time, and Mr. Pollack expressed regret that the sum of only £250,000 was laid down in the estimates for 1913 for the big reservoir. The Director of Public Works in reply to Mr. Pollack said that he would not hesitate to apply to the Council for further sums if necessary, and stated that a contract had been signed two days previously for carrying out the work within 5 years, but that he trusted that within two years (from the time of speaking) the work would have reached such a stage as to enable the Colony to derive some benefit from it in the way of an increased supply of water.

The Director of Public Works stated that every step would be taken for endeavouring to carry out the work within the contract time was received with applause.

His Excellency assured the Council that they need not fear any delay in the work, and that a half-yearly progress return would be furnished to members.

In the revised estimates for 1913 it was shown that a sum of \$150,000 only was to be expended on the new reservoir in 1913—a heavy drop from the \$250,000 and possible further sums referred to by the Director of Public Works a year previously.

Mr. Howard in answering the estimates for 1914 on the 23rd October 1913 said that he and his unofficial colleagues did not feel satisfied that the work could not be pushed on more quickly, and urged that no steps should be omitted in pushing forward completion. He also asked when a commencement would be made in collecting water, as the reservoir would take many years to fill.

At the same meeting Mr. Lau On Pak referred feelingly to the hardships entailed on the Chinese, who had to fight for the daily supply of water in the streets.

The Director of Public Works replied that a deep channel was being cut through a solid mass of rock, and that no work on other portions of the main dam could be undertaken until that was completed, and the stream diverted, and said that when the culvert was constructed better progress would be made.

A SHAUKIWAN MURDER.

(To the Editor of the "China Mail.")

MAN ARRESTED AFTER TWO YEARS.

In 1912 one See To Chi was brutally murdered at Shaukiwai, and now, nearly two years after the commission of the crime, a man has been arrested and placed upon his trial in connection with the affair.

The deceased was stabbed with a shaver through the chest, and after his body had been hacked about with a chopper it was thrown over a fence into the swamps in the village.

The man in custody See To Lu, a chamberman of the deceased, was arrested at Wanchai by Detective-Sergeant Clark on his return from the country after two years' absence from the colony and was formally remanded in custody for one week.

Mr. Worthington, of Mr. Brutton's office, appeared for the defence.

SOCIAL AND PERSONAL.

Mr. Polaire completes to-morrow his first year as President of the French Republic.

Mr. T. E. S. Robson who has been for four years at Taikoo Dock as assistant Manager leaves for home to-day by the Tenyo Maru.

Among the passengers who arrived to-day by the s.s. Mongolia were Mr. and Mrs. D. E. Clark and Sir Kai Ho Kai, Lady Ho Kai and Miss and Master Ho Kai.

Mr. W. R. McCallum, agent of the Hongkong and Shanghai Bank, at Peking, is leaving shortly to take charge at Colombo. He will be succeeded in Peking by Mr. Pike, who was stationed there some time ago.

Facilities to the "extremely capable Engineer in charge of the work" (I quote from His Excellency's speech of 25th October 1913).

The big dam at Kowloon was, I believe, built in the stream bed without diverting the stream, and Taitam and Intermediate dams appear to have been similarly built. Judging by the present state of affairs there is little prospect that water will be available from the Taitamuk valley in October next, or that the work will be completed within contract time.

I may be perfectly wrong in my deductions, but if I am, is there any reason why the Government should refuse to inform the taxpayer, who has cheerfully voted the supplies and who are literally thinking for the Government, whether it is not possible to expedite the work?

To revert for a moment to the additional Service reservoir and filter beds at West Point: these are becoming hoary annals in the Estimates—large sums are put down every year, but nothing is done.

Negotiations between the Colonial and Military Authorities are not exactly remarkable for expedition, but it is too much to ask the Powers that Be to expedite the negotiations for the site of Filter Beds, which are of equal importance to the health of the Garrison and to that of the civilian population.

The water is storage for the City and Hill District on the last instant was 508 million gallons, the dry weather flow of the stream is estimated to yield 1,000,000 gallons daily, and the daily consumption with the filter-mains working 2 hours a day only is, according to the Head of the Sanitary Department, 4,000,000 gallons.

If the drought continues (as it very probably will) until the 1st May there will be only one month's water supply in hand then. If this is the state of affairs after a season of late autumn rains, with Taitam full to the brim on 1st January, and after 1 month of short commons for the Chinese, what would our position have been if the monsoon rains had ceased, as they sometimes do, in the middle of September?

The Mongkokuk Refuge is in use and the Railway is working—the improvement of the water supply is the most urgent of our Public Works.

It is anticipated that the Reservoir will be completed by the 1st October 1914. How many years are likely to elapse before water from the new reservoir will be available?

Is it not possible to expedite the work?

Yours &c.,

F. B. L. BOWLEY.

Hongkong, 16th January, 1914.

Our account of to-day's proceedings of the Chung Sau Nan case in the Full Court this morning will be found on page 10.

A police order regulating the firing of crackers during Chinese New Year, is published in the "Government Gazette." Cracker firing in certain portions of the city and Kowloon is prohibited, and in all places is confined to certain hours.

The German cruiser Gneisenau, with Capt. Zur See Brumminghaus in command, arrived in port yesterday from Amoy. She will remain here until the 18th, but her next destination is uncertain, says the "Straits Times" of January 9th. The Gneisenau has a tonnage of 11,600 and carries a crew of 750. To-day the captain, accompanied by the Consul-General, Mr. Feindel, called on the Governor. To-morrow, at 10 a.m., a church service will be held on board and all who understand German are invited to attend. For this occasion ladies will leave Johnston's Pier at 9.45 a.m. In the evening Mr. and Mrs. A. Dohrt will entertain the officers and a number of the leading members of the German community to dinner at their residence; while during the Gneisenau's stay here, there will probably be celebrations at the Teikoku Club.

SOMETHING TO REMEMBER.

BN buying rough medicine for children, I heard that the Chinese medicine, "Gander's," is the best for children, and whooping cough, and that it contains no harmful drug. For sale by all Chemists and Storekeepers.

LANE, CRAWFORD and Company

AGENTS FOR

"VIYELLA" SHIRTS

AND

PYJAMAS

WILL NOT SHRINK

A LARGE STOCK OF PYJAMA SUITS at \$4.00 \$5.00 \$6.50 \$8.00 to \$11.50 PER SUIT

VIYELLA PYJAMAS \$10.50 PER SUIT

GUARANTEED UNSHRINKABLE

MENS SHIRTS FOR DAY AND SPORTS WEAR IN VERY FINE WOOL TAFFETA & "VIYELLA"

SPECIALLY SUITABLE FOR GOLF, TENNIS, ETC.

GUARANTEED UNSHRINKABLE \$5.00 EACH 6 FOR \$35.00

LANE, CRAWFORD & CO.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL (With liberty to call at the Malabar Coast).

FOR BOSTON AND NEW YORK

S.S. EGREMONT CASTLE on or about 5th February.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
NANSHANG	Jan. 16.	"UNHLOTH"	21st Jan.
ONSHANG	Jan. 20.	"UNHLOTH"	25th Jan.
AFGAR	Jan. 23.	"UNHLOTH"	28th Jan.
YATSHING	Jan. 27.	"UNHLOTH"	31st Jan.
THONGWA	Feb. 1.	"UNHLOTH"	4th Feb.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents

A ROYAL DRINK.

"King George IV" Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

ONE OF THE PRINCIPAL BEANS OF

THE DISTILLERS COMPANY, LTD.

ROBINSON, SCOTLAND.

HOLD AGENTS

Gander, Price & Co., Ltd.

Wine Merchants

8, Queen's Road Central, Hongkong.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	STAMERS	ABOUT	REMARKS
SHANGHAI, KOBE, YOKOHAMA	NORE	About 24th Jan.	Freight and Passage.
SHANGHAI	CHINA	About 24th Jan.	Freight and Passage.
LONDON, via UGAL PORTS	DEVANHA	Neon	See Special
LONDON & ANTWERP	BORNEO	About 21st Jan.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF INDIA ... Feb. 6.	WED., March 4.
EMPEROR OF ASIA ... Feb. 18.	SAT., March 14.

Steamships leave HONGKONG at 1200 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 16800 tons gross—30,825 tons displacement—The finest, fastest and most luxurious on the Pacific.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO
Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe,
Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBERIA

and NILE, CHINA and PERSIA.

Some Features of Service.

Electric Fans, Swimming Tanks, Orchestra, Amusement, Wireless Telegraphy, Submarine Signal Service and Blue Kites.

Cruise under personal supervision of Mr. T. Morton, one of the World's most famous caterers. Return Portion of Round Trip Ticket Available for Passengers via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

From Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

King's Building (opposite Blake Pier). Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
TENYO MARU	22,000-21 knots	Saturday, 17th Jan.
HONGKONG MARU	11,000-18 knots	Tuesday, 10th Feb.
SHINYO MARU	22,000-21 knots	
CHIYO MARU	22,000-21 knots	
NIPPON MARU	11,000-18 knots	

* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London ... \$71-10. Return (6 months) \$120.

First Class to New York ... \$80. Return (6 months) \$120.

First Class to San Francisco ... \$45. Return (6 months) \$120.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

Passengers purchasing Trans-Pacific Return tickets have the option of returning to San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Trans-Pacific Railway.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMERS	TO
SHANGHAI & TSINGTAU	KANROW	To-night Midnight.
NINGPO & SHANGHAI	WCHU	Jan. 18, Daylight.
HAIPHONG	KAIFONG	Jan. 18, at 11 a.m.
MANILA, CEBU & ILOILO	SHANGHAI	Jan. 20, at 4 p.m.
SHANGHAI	LIANGCHOW	Jan. 20, at 4 p.m.
SHANGHAI & TSINGTAU	ANHUI	Jan. 22, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	Jan. 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming', & 'Toan'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chenan', and the S.S. 'Shanghai'.

Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

These Steamers land passengers in She shai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to B. T. TERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STAMERS	TO
SHANGHAI	WINGSANG	SUNDAY, Jan. 18, Daylight.
SANDAKAN	HINSANG	SUNDAY, Jan. 18, Daylight.
SHANGHAI	CHUYSANG	TUESDAY, Jan. 20, Daylight.
SINGAPORE, PENANG & CALCUTTA	ONSANG	TUESDAY, Jan. 20, at Noon.
SINGAPORE, PENANG & CALCUTTA	YATSHING	FRIDAY, Jan. 23, at Noon.
MANILA	YUENSANG	SATURDAY, Jan. 24, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

These Steamers land passengers in She shai, avoiding the inconvenience of transshipment at Woosung.

A duly qualified Surgeon is also carried.

Passengers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on Through Bills of Lading to Kuantan, Labad, Davao, Zamboanga, Cebu, Manila, and Japan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

SHIPPING



STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA. Captain W. R. HICKET, carrying His Majesty's Mail, will be despatched from this port for HONGKONG, on SATURDAY, the 18th January, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mores from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo, into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay and transhipped to S.S. Calcutta due in London on the 13th March, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Jan. 17, 1914.

THE 'INDRA' LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

'INDRASAMBA'

Captain Jones, will be despatched at above about 20th January.

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANYHOMEWARD PASSENGER SEASON, 1914
PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Yokohama	Steamer to Colombo	Leave Shanghai Tues.	Leave Hongkong Wed.	Connecting Steamer from Colombo to Marseilles and London	Due at Marseilles Thurs.	Due at Plymouth (London 1 day later)
Thurs.						
Jan. 8	BOYET	13 Jan.	17 MOULTAN	Friday	Feb. 13	Feb. 19
Jan. 22	DEVANHA	27 Jan.	31 M. IRE	Feb. 27	Mar. 5	Mar. 11
Feb. 5	OHINA	10 Feb.	14 MALOJA	Mar. 13	Mar. 19	Mar. 25
Feb. 19	ASSAYE	24 Feb.	28 MALOJA	Mar. 27	Apr. 3	Apr. 9
Mar. 5	INDIA	10 Mar.	14 MALOJA	Apr. 10	Apr. 16	Apr. 22
Mar. 19	DEVANHA	24 Mar.	28 MEDINA	Apr. 24	Apr. 30	May 6
Apr. 2	ARADIA	7 Apr.	11 MONOGLIA	May 2	May 8	May 14
Apr. 16	DELTA	21 Apr.	25 MALOJA	May 16	May 22	May 28
Apr. 30	ASSAYE	5 May	9 MALOJA	June 2	June 8	June 14

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN
1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN
£97.	£39.	£24.	£40.	£80.	£91.	£33.	£24.	£39.	£78.
£97.	£39.	£24.	£40.	£80.	£91.	£33.	£24.	£39.	£78.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Through) STEAMERS
ALL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
BORNEO	Jan. 8	Jan. 13	Jan. 17	Jan. 21	Feb. 23	Mar. 4
NANKIN	Jan. 22	Jan. 27	Jan. 31	Feb. 4	Mar. 6	Mar. 17
NYANZA	Feb. 5	Feb. 10	Feb. 14	Feb. 18	Mar. 20	Apr. 1
NORE	Feb. 19	Feb. 24	Feb. 28	Mar. 3	Mar. 25	Apr. 6
NILO	Mar. 5	Mar. 10	Mar. 14	Mar. 18	Mar. 20	Apr. 1
NILO	Mar. 17	Mar. 22	Mar. 26	Mar. 30	Apr. 1	Apr. 11
NILO	Mar. 31	Apr. 5	Apr. 9	Apr. 13	Apr. 15	Apr. 26
NILO	Apr. 14	Apr. 19	Apr. 23	Apr. 27	Apr. 29	May 10
NILO	Apr. 28	May 3	May 7	May 11	May 13	May 24

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON
1st SALOON £50 SINGLE, £25 RETURN.
2nd SALOON £25 SINGLE, £12 10s RETURN.
FARES TO MARSEILLES:
1st SALOON £40 Single, £20 Return.
2nd SALOON £20 Single, £10 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For further particulars apply to

E. A. HEWITT,
Superintendent.NORDDEUTSCHER LLOYD,
BREMEN

IMPERIAL GERMAN MAIL LINES.

Steamers	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
SHAPLES, GENOA, ALGIERS, LUTZOW, LISBON, SOUTHAMPTON, ANTWERP & BREMEN	Jan. 8	Jan. 13	Jan. 17	Jan. 21	Feb. 23	Mar. 4
SHANGHAI, NAGASAKI, GORBEEN, KOBE & YOKOHAMA	Jan. 22	Jan. 27	Jan. 31	Feb. 4	Mar. 6	Mar. 17
MANILA, YAP, MARONE, PRINZ SIGISMUND, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	Feb. 5	Feb. 10	Feb. 14	Feb. 18	Mar. 20	Apr. 1
PRINZ WALDEMAR, KOBE	Feb. 19	Feb. 24	Feb. 28	Mar. 3	Mar. 25	Apr. 6
JESSELTON, KUDAT AND BORNEO, SANDAKAN	Mar. 5	Mar. 10	Mar. 14	Mar. 18	Mar. 20	Apr. 1

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Teletext.

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG
OUTWARD.

Steamship	Leave 1914	For
MARK	2nd Feb.	For Marseilles, Dunkirk, Antwerp, Rotterdam and Bremen/Hamburg.
TUBINGEN	16th Feb.	For Harre, Emden and Hamburg/Bremen.
LOTHRINGEN	2nd March	For Marseilles, Antwerp, Rotterdam and Bremen/Hamburg.
THURINGEN	16th March	For Harre, Emden and Hamburg/Bremen.
FRANKEN	30th March	For Marseilles, Antwerp, Rotterdam and Bremen/Hamburg.
GOETTINGEN	13th April	For Harre, Emden and Hamburg/Bremen.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
GENERAL AGENTS.

SHIPPING

AUSTRIA LLOYD.

Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Aden, Suez, Port Said.
S.S. BOHEMIA, 7,900 tons, will leave as above on 15th February, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no local Cabins. Doctor
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £35, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Aden, Suez, Port Said.
S.S. CHINA, 11,880 tons, will leave as above about 2nd February.
These Steamers, of large tonnage are fitted with comfortable and class accommodation for Saloon
passengers. No Surtax, Doctor, Stewardesses, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.
By Simplon Express:
Via Venice, Milan, Sion, Lausanne, Paris, Calais, or Boulogne, Class I £11, II £11.10, III £11.10.
By St. Gothard Express:
Via Venice, Milan, St. Gothard, Lugano, Lake, Locarno, Calais or Boulogne, Class I £11.10, II £11.10, III £11.10.
By Simplon Express:
Via Vienna, Cologne, Brussels, Calais or Boulogne, Class I £11.10, II £11.10, III £11.10.
By Simplon Express:
Via Munich, Cologne, Frankfurt, Calais or Boulogne, Class I £11.10, II £11.10, III £11.10.

TO SHANGHAI:

S.S. BOHEMIA, 7,900 tons, will leave as above on 1st February, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £25, 2nd £20, 3rd £12.

TO KOBE, via SHANGHAI, YOKOHAMA.

S.S. VOEWARTS, 12,900 tons, will leave as above about 31st January.

Cargo taken through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.
THE CHICAGO MILWAUKEE & ST. PAUL
RAILWAY CO.
Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY.
The only direct train service, without transshipment, also shortest and fastest route
from the Pacific Coast to CHICAGO.
Taking cargo on through Bills of Lading to all Overland Common Points in the
U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.
Steamers Leave
Captains

Steamers	Leave	Captains
CHICAGO MARU	Thursday, 22nd Jan. at 1 p.m.	I. Goto
TACOMA MARU	Friday, 23rd Jan. at 1 p.m.	T. Hamada
PANAMA MARU	Saturday, 24th Jan. at 1 p.m.	K. Hamada
SEATTLE MARU	Sunday, 25th Jan. at 1 p.m.	T. Hamada
MEXICO MARU	Monday, 26th Jan. at 1 p.m.	N. Kobayashi

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

Calling at MOI, KOBE, YOKOHAMA, and YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Mail, Treasure and Parcels. Special attention given towards Express connections.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer	Leave	Captains
SAIGON MARU	Tuesday, 20th Jan. Daylight.	T. Yamaguchi
ANNAN MARU	Tuesday, 2nd February a.m.	K. Komiyama
INDO MARU	For MOI, KOBE & YOKOHAMA.	K. Komiyama
SAIGON MARU	Tuesday, 20th Jan. Daylight.	T. Yamaguchi
LITON MARU	Tuesday, 2nd February a.m.	K. Komiyama
INDO MARU	For MOI, KOBE & YOKOHAMA.	K. Komiyama

OHINA AND FORMOSA LINE.
For TAIPEI via SWATOW & AMOY.
Steamers Leave
Captains

Steamers	Leave	Captains
DAIGI MARU	Sunday, 15th Jan. at 10 a.m.	S. Tokunaga
DAIJIN MARU	Sunday, 23rd Jan. at 10 a.m.	K. Marukawa
For KOBE via SWATOW & AMOY.		
KAIJO MARU	Wednesday, 23rd Jan. at Noon.	Y. Yamamoto
For ANPING & TAIPEI via SWATOW & AMOY.		
BOSHU MARU	Wednesday, 23rd Jan. at 8 a.m.	K. Takahashi
For CANTON.		
BOSHU MARU	Thursday, 24th Jan. at 8 a.m.	K. Takahashi

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fan.
These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Prince's Building).
For further information, apply to

Z. KAMIYA, Manager.

Second Floor, No. 1, Queen's Building.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

Telephone 1220-1220-1220.

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: 31st January, 1914. Connecting with "KATAUGA" 16th January, 1914.
EXCELLENT ACCOMMODATION for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MADAGASCAR if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS" Middle of March.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO.
To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)
AND PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Atlantic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Harre, Emden & Hamburg
S.S. SPECIA	S.S. SILESIA
S.S. SAXONIA	For Victoria, Vancouver, Seattle and Portland (Or.)
S.S. SOANDIA	S.S. SAXONIA
S.S. HOERDE	For Marseilles, Havre & Hamburg
S.S. BADEN	S.S. ANDALUSIA
S.S. SUDMARK	For Rotterdam, Bremen & Hamburg
S.S. BRISBOVIA	S.S. PREUSSEN

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA,"
CAPACITY 28,000 Tons. 20,718 Tons Gross Register. Length 630 Feet.
Breadth 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 12th February, 1914.

For SEATTLE via NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Destination	Fares
Hongkong, Manila and Shanghai to Seattle or San Francisco	£2.50
Round Trip Tickets (Good for Six Months)	£2.50
Yokohama to Seattle or San Francisco	£2.50
Round Trip Tickets (Good for Six Months)	£2.50
Kobe and Yokohama to Seattle or San Francisco	£2.50
Round Trip Tickets (Good for Six Months)	£2.50
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£2.50
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£2.50

Reduced rates to all Ports in the United States, Canada, and Europe.

Luxurious Passenger Accommodation—Suites and State-rooms (all Outside rooms). Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents,
Prince's Building.

Vessels Advertised as Loading.

DESTINATION	VESSEL	AGENTS	DATE OF LEAVING
Australia Ports, etc.	Admiral	Gibb Livingstone & Co.	Jan. 20, at 10 a.m.
Australia Ports, etc.	Admiral	Gibb Livingstone & Co.	Jan. 27, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 21, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 28, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 25, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 22, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 19, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 16, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 13, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 10, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 7, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 4, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Jan. 1, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 28, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 25, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 22, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 19, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 16, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 13, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 10, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 7, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 4, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Dec. 1, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Nov. 28, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Nov. 25, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Nov. 22, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Nov. 19, at 10 a.m.
Japan & Seattle	Admiral	Nippon Yusen Kaisha	Nov.

SPECIAL LIQUEURS

Pints and Quarts.

PEPPERMINT

"

"

CURACAO

D. O. M.

APRICOT BRANDY

CHARTREUSE

MARASCHINO

KUMMEL

CHERRY WHISKY

CHERRY BRANDY

APRICOTINE

CREME DE MOKA

PEACH BRANDY

MANDARINETTE

CREME DE VIOLETTE

CREME DE CACAO

LIQUEUR FICAMP

Marie Brizard

Get, Freres

W. A. Gilbey

Hulst Kamp

Cusenier.

Marie Brizard

Cusenier

Yellow

Green

Luxardo

Cusenier

Heering

Cusenier

Cusenier

Cusenier

BITTERS.

AMER PICON

BITTER SECRESTAT

FERNET BRANCO

AUGUSTURA

POMERANZEN

ORANGE

MacEwen, Frickel & Co.

STEAMERS PASSED SUEZ CANAL.

December 23, Annon, Atlas, Kasama, Deika Kikuma.

December 30, Benvenia, Goeben, Minerva, Nore, Nubia, Sazan, Tytus, Wakana Maru, Yafu, City of Baroda.

January 2, Cardigan, Argonia, Glenlivet, Samia, Brodstone.

January 8, Bohemia, Hyvra Maru, Konan, Ipeia, Sinter, Sunda, Democritus, Ma, Han.

January 9, Sibiria, Valencia.

January 13, Benloma, Denbighshire, Deffling, Eumetia, Glenloch, Bimalaya, Inden, Nile, Korymb.

STEAMERS EXPECTED.

The N. D. L. s.s. Goeben carrying the German mails with dates from Berlin of the 24th December, left Colombo on Sunday, the 11th January, p.m., and may be expected here on or about Friday, the 23rd January.

The N. D. L. s.s. Prinz Waldmar left Sydney on Saturday, the 10th January, at 11 a.m., and may be expected here on or about Monday, the 2nd February.

The C. P. R. Co.'s s.s. Empress of Japan arrived at Vancouver between 12 and 2 p.m. on the 8th January.

The P. M. S. S. Co.'s s.s. Siroia arrived at San Francisco on the 12th January.

The H. A. L. s.s. O. J. D. Allen left Singapore on the 12th January, p.m., and may be expected here on or about the 18th January, a.m.

The Barber Line s.s. Saturna sailed from New York on the 14th January for Hongkong.

Latest Advice.

The L. C. S. N. Co., Ltd.'s s.s. Yatahing left Moji on the 12th January, due Hongkong on the 20th January.

The P. S. S. Co.'s s.s. Zafiro left Manila on Friday, the 15th January, and is due here on Monday, the 19th, at daylight.

The C. P. R. Co.'s s.s. Empress of America arrived at Kobe at 1:30 p.m. on the 16th January, and left at mid-on the same day; due to arrive at Shanghai at 7 p.m. on the 19th Jan.

ARRIVALS FROM CHINA.

January 17, Cathay, Tienachua, Westphalia, York.

EXCHANGE.

Hongkong, January 17, 1914.

On London ... 1/10 1/11

On demand ... 1/11 1/12

On demand ... 1/12 1/13

On demand ... 1/13 1/14

On demand ... 1/14 1/15

On demand ... 1/15 1/16

On demand ... 1/16 1/17

On demand ... 1/17 1/18

On demand ... 1/18 1/19

On demand ... 1/19 1/20

On demand ... 1/20 1/21

On demand ... 1/21 1/22

On demand ... 1/22 1/23

On demand ... 1/23 1/24

On demand ... 1/24 1/25

On demand ... 1/25 1/26

On demand ... 1/26 1/27

On demand ... 1/27 1/28

On demand ... 1/28 1/29

On demand ... 1/29 1/30

On demand ... 1/30 1/31

On demand ... 1/31 1/1

On demand ... 1/1 1/2

On demand ... 1/2 1/3

On demand ... 1/3 1/4

On demand ... 1/4 1/5

On demand ... 1/5 1/6

On demand ... 1/6 1/7

On demand ... 1/7 1/8

On demand ... 1/8 1/9

On demand ... 1/9 1/10



ASK SPECIALLY FOR MACKIE'S WHISKY.

WHITE HORSE WHISKY.

LANE, CRAWFORD & CO. SOLE AGENTS.

To-day's Advertisements

THEATRE

ROYAL

CITY HALL

UNDER the Distinguished Patronage of H. E. the GOVERNOR and LADY MAY: H. E. Admiral Sir MARTIN and LADY JERAM and H. E. General and Mrs. KELLY.

THE IDOL'S EYE

A MUSICAL "STUNT" in 2 Acts

by Lieutenant R. M. C. Ouse, R.A., D.C.L.I. Orchestra by kind permission of Colonel H. D. Tison and Officers.

FEBRUARY 12th, 13th, and 14th, at 8.15 p.m.

Booking opens at MOUTRIE'S January 26th at 9 a.m.

PRICES:—\$2, \$3, \$1. (Soldiers and Sailors in uniform half-price to \$1 each.) The proceeds will benefit Local Charities.

Hongkong, January 17, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

MONDAY,

the 19th January, 1914, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF MECHANICAL AND OPTICAL TOYS,

Comprising:—

Magic Boxes, Cinematographs, Magic Lanterns, Postcard Lanterns, Steam Engines, Railways, Boat, Reading Glasses, Magnifying Glasses, Shaving Mirrors, Perspectives,

&c., &c., &c.

To be sold without reserve.

On view day of Sale.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Jan. 17, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY,

the 23rd January, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,

&c., &c., &c.

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suits, Upholstered Arm-chairs and Sofas, Carpets and Rugs (new), Brass and Brass-mounted Bedsteads, Bed Room Suits, Bureaux, Wardrobes, Washstands, &c., Dining Room Furniture, Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, etc., etc., 2 Dinner and Dessert Drawers, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Brasses.

Also

Tonkin Inlaid Trays, Blackwood Card Tables, Cabinets, Overmantels, Sides, Tables, Decks, a variety of Stands, etc., etc., and a few pieces of Old Chinese Porcelain.

(Full Particulars from Catalogue.)

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Jan. 17, 1914.

MARTIN'S APOLISTE PILLS

A French Patent for a new and effective medicine for the treatment of all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

ASK SPECIALLY FOR MACKIE'S WHISKY.

WHITE HORSE WHISKY.

LANE, CRAWFORD & CO. SOLE AGENTS.

To-day's Advertisements

THEATRE

ROYAL

CITY HALL

UNDER the Distinguished Patronage of H. E. the GOVERNOR and LADY MAY: H. E. Admiral Sir MARTIN and LADY JERAM and H. E. General and Mrs. KELLY.

THE IDOL'S EYE

A MUSICAL "STUNT" in 2 Acts

by Lieutenant R. M. C. Ouse, R.A., D.C.L.I. Orchestra by kind permission of Colonel H. D. Tison and Officers.

FEBRUARY 12th, 13th, and 14th, at 8.15 p.m.

Booking opens at MOUTRIE'S January 26th at 9 a.m.

PRICES:—\$2, \$3, \$1. (Soldiers and Sailors in uniform half-price to \$1 each.) The proceeds will benefit Local Charities.

Hongkong, January 17, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the concerned), on

MONDAY,

the 19th January, 1914, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF MECHANICAL AND OPTICAL TOYS,

Comprising:—

Magic Boxes, Cinematographs, Magic Lanterns, Postcard Lanterns, Steam Engines, Railways, Boat, Reading Glasses, Magnifying Glasses, Shaving Mirrors, Perspectives,

&c., &c., &c.

To be sold without reserve.

On view day of Sale.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Jan. 17, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY,

the 23rd January, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,

&c., &c., &c.

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suits, Upholstered Arm-chairs and Sofas, Carpets and Rugs (new), Brass and Brass-mounted Bedsteads, Bed Room Suits, Bureaux, Wardrobes, Washstands, &c., Dining Room Furniture, Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, etc., etc., 2 Dinner and Dessert Drawers, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Brasses.

Also

Tonkin Inlaid Trays, Blackwood Card Tables, Cabinets, Overmantels, Sides, Tables, Decks, a variety of Stands, etc., etc., and a few pieces of Old Chinese Porcelain.

(Full Particulars from Catalogue.)

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Jan. 17, 1914.

MARTIN'S APOLISTE PILLS

A French Patent for a new and effective medicine for the treatment of all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the Stomach and Bowels.

It is a powerful and reliable remedy for all cases of Indigestion, Flatulence, and other ailments of the